



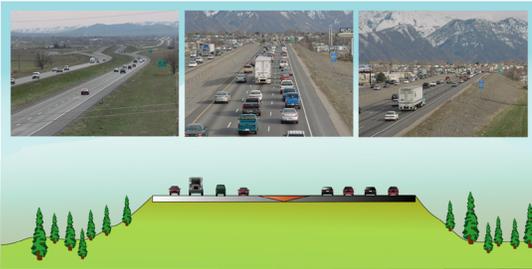
ENVIRONMENTAL
IMPACT STATEMENT

Roadway Design Features

Draft Environmental Impact Statement | 2.2

Functionality and aesthetics will influence construction and design features of the Mountain View Corridor (MVC) transportation solution. Each roadway alternative has its own unique elements, as described below and shown in the accompanying diagrams.

Examples and Illustration of Above-Grade Freeway



Examples and Illustration of Below-Grade Freeway



Salt Lake County

The 5800 West Freeway would be constructed above ground (above the grade of existing roads), except from 4700 South in West Valley City to 7800 South in West Jordan and from 10500 South in South Jordan to 14200 South in Bluffdale, where it would be depressed, or below grade level. This depressed design would resemble the southern portions of I-215 in Salt Lake County.

The 7200 West Freeway would include the same depressed and above-ground segments as the 5800 West Freeway. However, the 7200 West Freeway would also incorporate a frontage

road system along 7200 West between SR 201 and 4100 South to preserve local access. Both alignments would cross numerous streets in Salt Lake County, requiring interchanges, overpasses, and underpasses. A small number of intersecting streets would be closed and become cul-de-sacs.

Utah County

The Southern Freeway Alternative would be above ground except from the southern boundary of Camp Williams to SR 73, where it would be depressed. The 2100 North Freeway Alternative would be depressed on the north-south roadway segment from 2100 North to SR 73 and on 2100 North from the Jordan River east to just past the railroad tracks west of I-15.

For the Arterials Alternative, the freeway would be depressed from 2100 North to SR 73, but above ground everywhere else. Interchanges, overpasses, underpasses, signalized intersections, and cul-de-sacs would be implemented where these alternatives cross streets in Utah County.

FAQs

What are the benefits of depressing a roadway?

Building a roadway below ground level helps preserve the natural views and also reduces noise impacts. Depressing a roadway is commonly preferred in residential areas. It can, however, be difficult to implement in areas with a high water table.

What streets will become cul-de-sacs?

A small number of streets will become cul-de-sacs, only in the case where a MVC alternative crosses a lightly traveled residential street. A listing of streets that will become cul-de-sacs is available in Chapter 2 of the DEIS.

What about landscaping?

Landscaping design and features are an important element of the Mountain View Corridor, and will be implemented as part of the final roadway design.

Public Hearings

Wednesday, November 14
Hunter High School
West Valley City: 4 - 8 p.m.

Thursday, November 15
Willow Creek Middle School
Lehi: 4 - 8 p.m.

Saturday, November 17
Copper Hills High School
West Jordan: 2 - 6 p.m.

Please see Chapter 2 of the Draft EIS for more detailed information.

CLICK. READ. COMMENT. >>

Comment Period

Oct. 17 - Jan. 24, 2008

Mail

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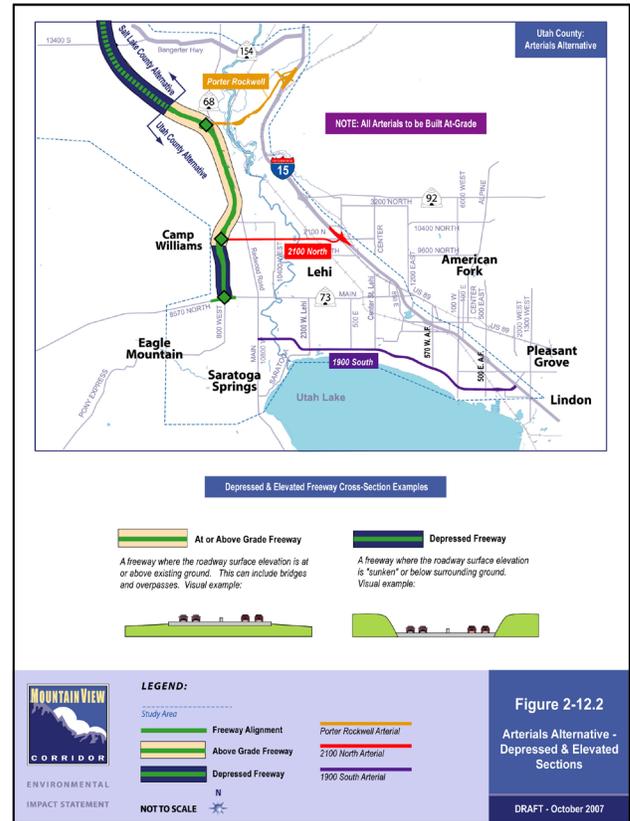
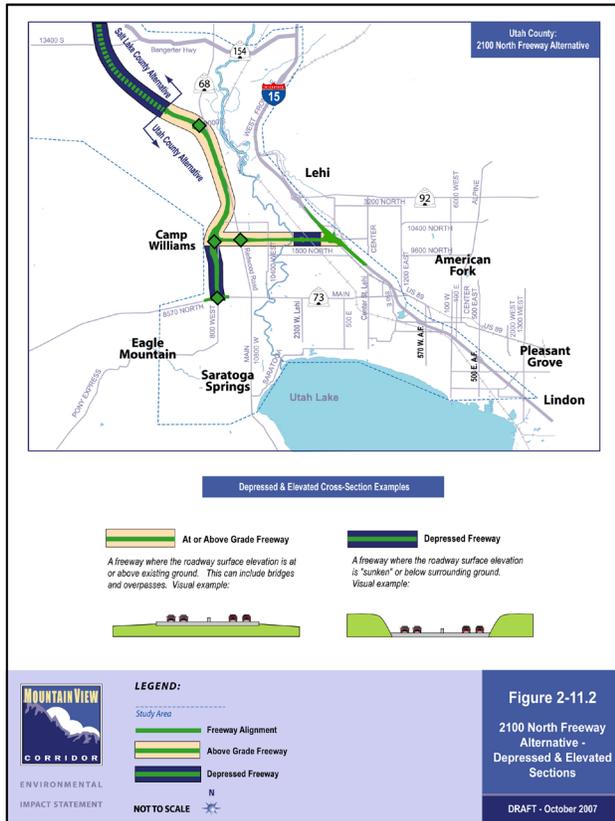
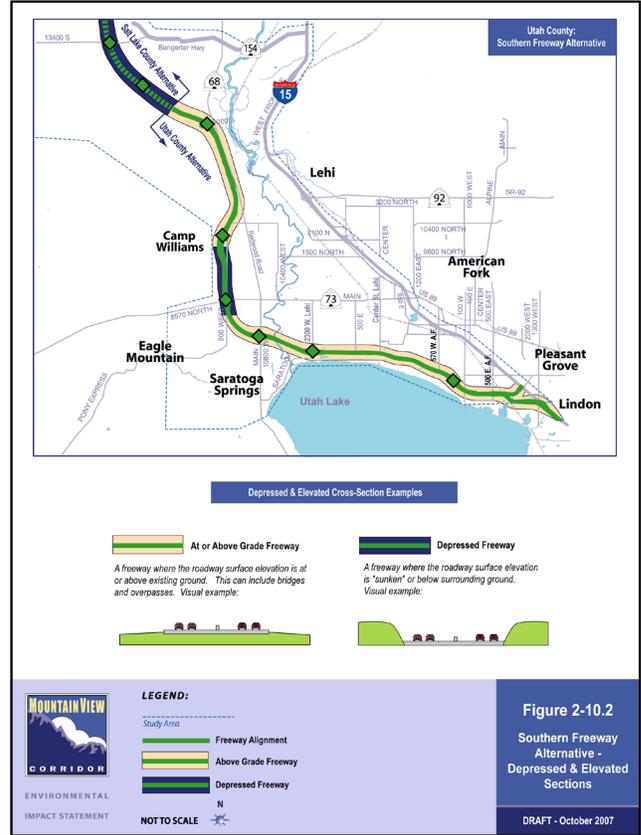
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11/01/2007



Please see Chapter 2 of the Draft EIS for more detailed information.

CLICK. READ. COMMENT. >>>

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